

Message

From: Wenk, Christopher [CWenk@USChamber.com]
Sent: 3/16/2018 3:32:44 PM
To: Wenk, Christopher [CWenk@USChamber.com]
CC: Ex. 6
Subject: Moving On

Friends:

After 11 years, today is my last day at the U.S. Chamber of Commerce. In early April, I will begin a new phase in my career as Vice President of Government Affairs for Kia Motors Corporation. I do not have my new business contact information yet, so please feel free to contact me at

Ex. 6

or

Ex. 6

I look forward to keeping in touch.

Sincerely,
Christopher

Christopher Wenk
Executive Director, International Policy
U.S. Chamber of Commerce
1615 H Street, NW
Washington, D.C. 20062
cwenk@uschamber.com
Phone: Ex. 6
Twitter: @ChristopherWenk



U.S. CHAMBER OF COMMERCE

Message

From: Dabbar, John M [John.M.Dabbar@conocophillips.com]
Sent: 1/31/2018 5:55:28 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: RE: [EXTERNAL]RE: Candidate for EPA Region 9 Director

Thanks for letting me know. Happy to speak with Ryan if he wants more detail.

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Wednesday, January 31, 2018 12:54
To: Dabbar, John M <John.M.Dabbar@conocophillips.com>
Subject: [EXTERNAL]RE: Candidate for EPA Region 9 Director

Thanks John, I've passed along to Ryan Jackson who is helping identify candidate for the position with your recommendation.

-Aaron

From: Dabbar, John M [mailto:John.M.Dabbar@conocophillips.com]
Sent: Tuesday, January 30, 2018 7:45 AM
To: Ringel, Aaron <ringel.aaron@epa.gov>
Subject: Candidate for EPA Region 9 Director

Aaron
Good meeting you last night at the PRG event.

As we discussed, attached is the resume for [REDACTED] Ex. 6. I spoke with him Friday and he is definitely interested in the Region 9 position. I expect the next step is to get this to the WH OPP and if you could put me in touch with the right person there I'd be happy to work with them to have [REDACTED] Ex. 6 considered. I also discussed this with Troy.

As I mentioned [REDACTED] Ex. 6

Please let me know if I can answer any questions or assist.

Regards,
JD

John M. Dabbar
Vice President, Federal and State Government Affairs
ConocoPhillips | 325 7th St. N.W., 12th Floor | Washington DC 20004-2820 USA
Office: [REDACTED] Ex. 6 | E-mail: John.M.Dabbar@cop.com

Message

From: Wenk, Christopher [CWenk@USChamber.com]
Sent: 3/14/2018 3:39:00 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: RE: News

Thanks Aaron. Appreciate it. Look forward to keeping in touch.

Christopher Wenk
Executive Director, International Policy
U.S. Chamber of Commerce
1615 H Street, NW
Washington, D.C. 20062
cwenk@uschamber.com
Phone: Ex. 6
Twitter: @ChristopherWenk



U.S. CHAMBER OF COMMERCE

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Wednesday, March 14, 2018 11:38 AM
To: Wenk, Christopher <CWenk@USChamber.com>
Subject: RE: News

Hey, good to hear from you! We'll see what happens, lot of empty positions over there ☺

Congrats on the new position, exciting move after so long at the Chamber. Definitely keep in touch and feel free to reach out if I can be helpful.

Best,

-Aaron

From: Wenk, Christopher [mailto:CWenk@USChamber.com]
Sent: Wednesday, March 14, 2018 10:01 AM
To: Ringel, Aaron <ringel.aaron@epa.gov>
Subject: News

Hey man-

Hope you are well. Heading out to State Dept w Pompeo?:)

I just wanted to let you know that I got a new job. Head of Government Affairs for Kia Motors Corporation. Start in early April. It's been a great run at the U.S. Chamber (just passed 11 year mark!), but I am looking forward to the new challenge. I know we will keep in touch.

Christopher Wenk

Executive Director, International Policy
U.S. Chamber of Commerce
1615 H Street, NW
Washington, D.C. 20062
cwenk@uschamber.com
Phone: Ex. 6
Twitter: @ChristopherWenk



U.S. CHAMBER OF COMMERCE

Message

From: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Sent: 12/4/2017 11:51:49 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: Re: Coffee

See you there.

Sent from my iPhone

> On Dec 4, 2017, at 4:27 PM, Ringel, Aaron <ringel.aaron@epa.gov> wrote:
>
> 10:30 Friday works.
>
> -Aaron
>
> -----Original Message-----
> From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
> Sent: Monday, December 4, 2017 3:13 PM
> To: Ringel, Aaron <ringel.aaron@epa.gov>
> Subject: Re: Coffee
>
> 10:30 work?
>
> Sent from my iPhone
>
>> On Dec 4, 2017, at 2:47 PM, Ringel, Aaron <ringel.aaron@epa.gov> wrote:
>>
>> Probably Friday is the earliest. That work?
>>
>> Sent from my iPhone
>>
>>> On Dec 4, 2017, at 2:45 PM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:
>>>
>>> Yeah. Is there a later time today that works? Or this week?
>>>
>>> Sent from my iPhone
>>>
>>>> On Dec 4, 2017, at 2:39 PM, Ringel, Aaron <ringel.aaron@epa.gov> wrote:
>>>>
>>>> Had a meeting come up, can we reschedule?
>>>>
>>>> Sent from my iPhone

Message

From: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Sent: 12/4/2017 11:51:38 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: Re: Coffee

Ex. 6

Sent from my iPhone

> On Dec 4, 2017, at 4:28 PM, Ringel, Aaron <ringel.aaron@epa.gov> wrote:
>
> Whats a good number to call.
>
> -Aaron
>
> -----Original Message-----
> From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
> Sent: Monday, December 4, 2017 2:51 PM
> To: Ringel, Aaron <ringel.aaron@epa.gov>
> Subject: Re: Coffee
>
> Yeah. Let's meet then. Give me a ring if you can this afternoon. Brief chat. Thanks man.
>
> Sent from my iPhone
>
>> On Dec 4, 2017, at 2:47 PM, Ringel, Aaron <ringel.aaron@epa.gov> wrote:
>>
>> Probably Friday is the earliest. That work?
>>
>> Sent from my iPhone
>>
>>> On Dec 4, 2017, at 2:45 PM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:
>>>
>>> Yeah. Is there a later time today that works? Or this week?
>>>
>>> Sent from my iPhone
>>>
>>>> On Dec 4, 2017, at 2:39 PM, Ringel, Aaron <ringel.aaron@epa.gov> wrote:
>>>>
>>>> Had a meeting come up, can we reschedule?
>>>>
>>>> Sent from my iPhone

Message

From: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Sent: 12/4/2017 7:49:53 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: Re: Coffee

I'm around the building. Just let me know. Even a brief phone call. Thanks man.

Sent from my iPhone

> On Dec 4, 2017, at 2:44 PM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:
>
> Yeah. Is there a later time today that works? Or this week?
>
> Sent from my iPhone
>
>> On Dec 4, 2017, at 2:39 PM, Ringel, Aaron <ringel.aaron@epa.gov> wrote:
>>
>> Had a meeting come up, can we reschedule?
>>
>> Sent from my iPhone

Message

From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
Sent: 12/11/2017 10:29:43 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: RE: Gliders

Good deal. If you could let Mandy know that I had a question related to her and Don Shandy's call that would be great. I know she is slammed but feel free to have her call my cell [Ex. 6] I did leave a VM last week. Just trying to shore up some things on our end. Appreciate it.

Jon

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Monday, December 11, 2017 3:01 PM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Subject: RE: Gliders

Thanks, Bill and Mandy are up in Ann Arbor today but I'll see if they want to chat with Paul when they get back.

-Aaron

From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
Sent: Monday, December 11, 2017 2:58 PM
To: Ringel, Aaron <ringel.aaron@epa.gov>
Subject: RE: Gliders

Hi Aaron,

Paul said he would be happy to chat too if that's helpful. Let me know.

Thanks,
Jon

[Ex. 6]

From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
Sent: Friday, December 08, 2017 10:44 AM
To: Aaron Ringel <ringel.aaron@epa.gov>
Subject: Fwd: Gliders

Sent from my iPhone

Begin forwarded message:

From: Paul Feenstra <Paul.Feenstra@PACCAR.com>
Date: November 29, 2017 at 3:11:01 PM EST

To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>

Subject: RE: Gliders

Wow, I'm glad you sent it to them. Chris Grundler and Bill Charmley are actively working with EMA (and who knows who else) to undermine the politicals. Jed said he has received calls from both Chris and Bill urging him to weigh in and testify at the hearing. He got very agitated when I called him out for working with the resistance to undermine the authority of their bosses at EPA who are calling the shots for the next 3+ years.

Message

From: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Sent: 1/15/2018 4:08:13 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: Re:



Sent from my iPhone

On Jan 15, 2018, at 11:06 AM, Ringel, Aaron <ringel.aaron@epa.gov> wrote:

Let's talk in the morning.

Sent from my iPhone

On Jan 15, 2018, at 9:50 AM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:

Hey man – give me a call if you have a second today if not talk tomorrow.

Thanks,
Jon

Jon Toomey
Director, Government Affairs | **Fitzgerald Glider Kits**
<[image001.jpg](#)>

Ex. 6 (c)
(o)
(703) 997-5130 (f)

jtoomey@fitzgeraldtrucksales.com

Message

From: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Sent: 1/15/2018 2:49:49 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group
(FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]

Hey man – give me a call if you have a second today if not talk tomorrow.

Thanks,
Jon

Jon Toomey
Director, Government Affairs | **Fitzgerald Glider Kits**



Ex. 6 (c)
(o)
(703) 997-5130 (f)
jtoomey@fitzgeraldtrucksales.com

Message

From: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Sent: 12/1/2017 5:07:03 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: Re: Q

Correct. Thank you.

Sent from my iPhone

> On Dec 1, 2017, at 11:43 AM, Ringel, Aaron <ringel.aaron@epa.gov> wrote:
>
> At the public hearing? Doubt it.
>
> Sent from my iPhone
>
>> On Dec 1, 2017, at 11:31 AM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:
>>
>> Hey Aaron - do you know if they transcribe the oral arguments at the EPA hearings?
>>
>> Thanks,
>> Jon
>>
>> Sent from my iPhone

Message

From: Dabbar, John M [John.M.Dabbar@conocophillips.com]
Sent: 1/30/2018 12:44:38 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: Candidate for EPA Region 9 Director
Attachments: Kim Estes full CV FEMA Interior EPA.pdf

Aaron

Good meeting you last night at the PRG event.

As we discussed, attached is the resume for my longtime friend and coworker Kim Estes. I spoke with him Friday and he is definitely interested in the Region 9 position. I expect the next step is to get this to the WH OPP and if you could put me in touch with the right person there I'd be happy to work with them to have Kim considered. I also discussed this with Troy.

As I mentioned Kim is also an Emmy-award winning actor – interview here: https://youtu.be/8WMEx_aeDtM

Please let me know if I can answer any questions or assist.

Regards,
JD

John M. Dabbar
Vice President, Federal and State Government Affairs
ConocoPhillips | 325 7th St. N.W., 12th Floor | Washington DC 20004-2820 USA
Office: 202-833-0902 | Cell: 832-212-3964 | E-mail: John.M.Dabbar@cop.com

Message

From: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Sent: 1/10/2018 3:35:56 PM
To: Rodrick, Christian [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=6515dbe46dae466da53c8a3aa3be8cc2-Rodrick, Ch]
CC: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]; Dominguez, Alexander [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=5ced433b4ef54171864ed98a36cb7a5f-Dominguez,]
Subject: RE: Meeting Request 1/18

Great, thank you Christian. We will meet you at the front of EPA's North Building. My cell is **Ex. 6** if you need anything. Look forward to seeing you then as well.

Thank you,
Jon

From: Rodrick, Christian [mailto:rodrick.christian@epa.gov]
Sent: Tuesday, January 09, 2018 2:18 PM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Cc: Ringel, Aaron <ringel.aaron@epa.gov>; Dominguez, Alexander <dominguez.alexander@epa.gov>
Subject: RE: Meeting Request 1/18

Jon,

Fantastic. We look forward to seeing you then. Assuming you're able to meet here at EPA at 1200 Pennsylvania Ave NW, I will meet you at the front of EPA's North Building and sign you in for the meeting. My cell is **Ex. 6** and I look forward to seeing you then.

Christian Rodrick
Special Assistant, Office of Congressional Affairs
(202) 564-4828

From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
Sent: Tuesday, January 9, 2018 1:50 PM
To: Rodrick, Christian <rodrick.christian@epa.gov>
Cc: Ringel, Aaron <ringel.aaron@epa.gov>; Dominguez, Alexander <dominguez.alexander@epa.gov>
Subject: Re: Meeting Request 1/18

Thank you, Christian. Yes, 4:30pm on the 18th works for Joe and I. See you then.

Best,
Jon

Sent from my iPhone

On Jan 9, 2018, at 11:37 AM, Rodrick, Christian <rodrick.christian@epa.gov> wrote:

Jon,

Aaron, Mandy and Bill Wherum all appear to have some time at 4:30PM on the 18th. Would this work for Joe and yourself?

Thanks,

Christian Rodrick
Special Assistant, Office of Congressional Affairs
(202) 564-4828

From: Jon Toomey [<mailto:jtoomey@fitzgeraldtrucksales.com>]
Sent: Monday, January 8, 2018 12:47 PM
To: Ringel, Aaron <ringel.aaron@epa.gov>
Subject: Meeting Request 1/18

Hi Aaron,

I wanted to see if you, Mandy and Bill Wehrum have time either January 18 or 19 to meet with Fitzgerald's General Counsel, Joe DePew.

Thank you,
Jon

Jon Toomey
Director, Government Affairs | Fitzgerald Glider Kits
<image001.jpg>

Ex. 6 (c)
(o)
(703) 997-5130 (f)
jtoomey@fitzgeraldtrucksales.com

Message

From: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Sent: 1/8/2018 6:51:01 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: RE: Lunch / Coffee

Sounds great – see you then.

Jon

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Monday, January 08, 2018 1:49 PM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Subject: RE: Lunch / Coffee

Could do coffee at 1PM on Thursday if that works.

-Aaron

From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
Sent: Monday, January 8, 2018 8:25 AM
To: Ringel, Aaron <ringel.aaron@epa.gov>
Subject: Lunch / Coffee

Hey man – hope you had a nice weekend. Let me know if you have time this week for lunch or coffee. I am traveling late afternoon Thurs – Fri.

Jon

Jon Toomey
Director, Government Affairs | Fitzgerald Glider Kits



Ex. 6 (c)
(o)
(703) 997-5130 (f)
jtoomey@fitzgeraldtrucksales.com

Message

From: Lipsey, Rachel H [rachel.h.lipsey@boeing.com]
Sent: 3/13/2018 6:43:06 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]; Pagano, Peter A [peter.a.pagano@boeing.com]
Subject: Introduction

Aaron – Connecting you here with my colleague Peter Pagano. As I mentioned, he was with EPA in the Bush administration. I’m sure you two could have an interesting chat.

Peter – Aaron is an old friend. We worked together on the Hill. He is now the Deputy Assistant Administrator in Congressional Affairs at EPA – a role I believe you know well!

Hope the two of you can connect!

Rachel Lipsey
Director, Legislative Affairs
The Boeing Company
Desk: Ex. 6
Mobile: Ex. 6

Message

From: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Sent: 12/18/2017 4:48:39 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: RE:

That would be great. Thank you.

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Friday, December 15, 2017 1:53 PM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Subject: RE:

Sure, I'll shoot her a line.

-Aaron

From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
Sent: Friday, December 15, 2017 1:51 PM
To: Ringel, Aaron <ringel.aaron@epa.gov>
Subject:

Hey Aaron – I know Don Shandy has been trying to close the loop here with Mandy – would you mind passing her a note to give either him or I a call? I have left a VM previously as well. Appreciate it!

Have a good weekend,
Jon

Jon Toomey
Director, Government Affairs | Fitzgerald Glider Kits



Ex. 6

(c)
(o)

(703) 997-5130 (f)
jtoomey@fitzgeraldtrucksales.com

Message

From: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Sent: 12/15/2017 6:54:30 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: RE:

Thank you!

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Friday, December 15, 2017 1:53 PM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Subject: RE:

Sure, I'll shoot her a line.

-Aaron

From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
Sent: Friday, December 15, 2017 1:51 PM
To: Ringel, Aaron <ringel.aaron@epa.gov>
Subject:

Hey Aaron – I know Don Shandy has been trying to close the loop here with Mandy – would you mind passing her a note to give either him or I a call? I have left a VM previously as well. Appreciate it!

Have a good weekend,
Jon

Jon Toomey
Director, Government Affairs | Fitzgerald Glider Kits



Ex. 6 (c)
(o)
(703) 997-5130 (f)
jtoomey@fitzgeraldtrucksales.com

Message

From: jtoomey@fitzgeraldtrucksales.com [jtoomey@fitzgeraldtrucksales.com]
Sent: 9/20/2017 2:21:17 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: RE: New contact information

Perfect. See you then.

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Wednesday, September 20, 2017 10:21 AM
To: jtoomey@fitzgeraldtrucksales.com
Subject: Re: New contact information

Sure, how about 1:30?

Sent from my iPhone

On Sep 20, 2017, at 8:12 AM, "jtoomey@fitzgeraldtrucksales.com" <jtoomey@fitzgeraldtrucksales.com> wrote:

Hi Aaron,

I will be around Trump today – let me know if you can meet for a brief coffee.

Thanks!

Jon

From: jtoomey@fitzgeraldtrucksales.com [mailto:jtoomey@fitzgeraldtrucksales.com]
Sent: Tuesday, September 19, 2017 5:29 PM
To: ringel.aaron@epa.gov
Subject: New contact information

Hi Aaron,

Good speaking with you. Thank you again for the update. If you hear back from Mandy and wouldn't mind giving me a call my new cell is [Ex. 6] I am free all evening.

Let me know when you're free for lunch or coffee and we will set it up! I am mostly free except next Tues-Thurs.

Thanks again,
Jon

Jon Toomey

Director, Government Affairs | Fitzgerald Glider Kits

[Ex. 6] (p)

jfoomey@fitzgeraldtrucksales.com

Message

From: Lipsey, Rachel H [mailto:rachel.h.lipsey@boeing.com]
Sent: 3/7/2018 9:25:16 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: RE: Catching Up

Done!

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Wednesday, March 7, 2018 4:22 PM
To: Lipsey, Rachel H <rachel.h.lipsey@boeing.com>
Subject: RE: Catching Up

Sure, how about 2:30 at the longworth dunkin?

-Aaron

From: Lipsey, Rachel H [mailto:rachel.h.lipsey@boeing.com]
Sent: Tuesday, March 6, 2018 6:14 PM
To: Ringel, Aaron <ringel.aaron@epa.gov>
Subject: RE: Catching Up

How about Monday between 2-4?

From: Ringel, Aaron <ringel.aaron@epa.gov>
Sent: Tuesday, March 6, 2018 12:25:55 PM
To: Lipsey, Rachel H
Subject: RE: Catching Up

Sorry for the delayed reply, was traveling all last week for work. Great seeing you as well! Definitely down to catch up, let me know if you are around next week, we can meet up on the hill.

Best,
Aaron

Aaron E. Ringel
Deputy Associate Administrator
Office of Congressional & Intergovernmental Relations
U.S. Environmental Protection Agency

W: 202.564.4373
C: **Ex. 6**
Ringel.Aaron@epa.gov

From: Lipsey, Rachel H [mailto:rachel.h.lipsey@boeing.com]
Sent: Wednesday, February 28, 2018 9:07 AM
To: Ringel, Aaron <ringel.aaron@epa.gov>
Subject: Catching Up

Aaron! Great to see you in the hall the other day. Would love to grab coffee sometime and catch up! My info is below.

Rachel Lipsey

Director, Legislative Affairs

The Boeing Company

Desk: Ex. 6

Mobile: Ex. 6

Message

From: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Sent: 2/21/2018 2:19:56 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: RE: coffee?

Thanks man. 8:50 is great. I'll update the calendar invite.

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Wednesday, February 21, 2018 9:18 AM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Subject: Re: coffee?

Sure or we can just do it next week.

Sent from my iPhone

On Feb 21, 2018, at 8:57 AM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:

Anyway to move this up 10 minutes? 8:50ish?

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Tuesday, February 20, 2018 7:42 PM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Subject: Re: coffee?

9 Thur works.

Sent from my iPhone

On Feb 20, 2018, at 7:41 PM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:

Early thurs? like 830 or 9 – sorry. Flying thurs afternoon. I hear you!

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Tuesday, February 20, 2018 7:39 PM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Subject: Re: coffee?

I can do 2pm Thursday instead. Crazy week.

Sent from my iPhone

On Feb 20, 2018, at 7:37 PM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:

1030 or 1130? I have an 11 but other than that free.

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Tuesday, February 20, 2018 7:20 PM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Subject: Re: coffee?

Can we do 11am actually?

Sent from my iPhone

On Feb 20, 2018, at 7:15 PM, Jon Toomey
<jtoomey@fitzgeraldtrucksales.com> wrote:

Great – see you then.

From: Ringel, Aaron [<mailto:ringel.aaron@epa.gov>]
Sent: Tuesday, February 20, 2018 7:00 PM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Subject: Re: coffee?

Tomorrow, noon?

Sent from my iPhone

On Feb 20, 2018, at 6:52 PM, Jon Toomey
<jtoomey@fitzgeraldtrucksales.com> wrote:

Message

From: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Sent: 1/25/2018 4:21:08 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: RE: Coffee

Great. See you then.

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Thursday, January 25, 2018 11:20 AM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Subject: Re: Coffee

I can do 1030am tomorrow if that works.

Sent from my iPhone

On Jan 25, 2018, at 10:52 AM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:

Hey man – coffee tomorrow or next Monday?

Jon Toomey
Director, Government Affairs | **Fitzgerald Glider Kits**
<image001.jpg>
Ex. 6 (c)
(703) 997-5130 (f)
jtoomey@fitzgeraldtrucksales.com

Message

From: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Sent: 3/5/2018 6:43:28 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: Re:

Yeah. Sounds good. Name a time. I'm free.

Sent from my iPhone

> On Mar 5, 2018, at 1:40 PM, Ringel, Aaron <ringel.aaron@epa.gov> wrote:

>

> My afternoon sucks. Can we do tomorrow?

>

>

> Sent from my iPhone

>

>> On Mar 5, 2018, at 1:33 PM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:

>>

>> Coffee. Joe and I are around after 2.

>>

>> Sent from my iPhone

Message

From: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Sent: 1/25/2018 3:50:42 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group
(FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: Coffee

Hey man – coffee tomorrow or next Monday?

Jon Toomey
Director, Government Affairs | **Fitzgerald Glider Kits**



Ex. 6

(c)
(o)

(703) 997-5130 (f)
jtoomey@fitzgeraldtrucksales.com

Message

From: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Sent: 2/21/2018 12:43:15 AM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: RE: coffee?

Awesome – see you then.

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Tuesday, February 20, 2018 7:42 PM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Subject: Re: coffee?

9 Thur works.

Sent from my iPhone

On Feb 20, 2018, at 7:41 PM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:

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From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Tuesday, February 20, 2018 7:39 PM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Subject: Re: coffee?

I can do 2pm Thursday instead. Crazy week.

Sent from my iPhone

On Feb 20, 2018, at 7:37 PM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:

1030 or 1130? I have an 11 but other than that free.

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Tuesday, February 20, 2018 7:20 PM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Subject: Re: coffee?

Can we do 11am actually?

Sent from my iPhone

On Feb 20, 2018, at 7:15 PM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:

Great – see you then.

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Tuesday, February 20, 2018 7:00 PM

To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>

Subject: Re: coffee?

Tomorrow, noon?

Sent from my iPhone

On Feb 20, 2018, at 6:52 PM, Jon Toomey
<jtoomey@fitzgeraldtrucksales.com> wrote:

Message

From: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Sent: 12/28/2017 10:30:28 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: Phone call

Hi Aaron,

Do you have a second to chat with Steve Milloy **Ex. 6** he is available anytime tonight. It is re gliders and should take 2 seconds. Happy to chat substance before you call. I am available now or tomorrow. **Ex. 6** Hope you had a Merry Christmas and have a Happy New Year!

Thanks,
Jon

From: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Sent: 1/16/2018 7:57:38 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group
(FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: FW: WSJ

See the WSJ op-ed which appeared in Saturday's paper.

EPA Bureaucrats Go Rogue on 'Glider Truck' Emissions

If you put a rebuilt engine in a fresh chassis, does it become a 'new' vehicle subject to tighter rules?



PHOTO: ISTOCK/GETTY IMAGES

By

Steve Milloy

Jan. 12, 2018 6:39 p.m. ET

[214 COMMENTS](#)

Tommy Fitzgerald Sr. was an experienced mechanic and truck driver with his own one-bay Tennessee service center in 1989, when a customer who couldn't afford a new truck asked Mr. Fitzgerald to salvage, rebuild and transplant the drivetrain from a wrecked truck into a new cab-chassis. His innovation—the “glider kit truck”—took off. Selling for about 25% less than the cost of a new truck, gliders have proved a godsend to smaller trucking companies. Fitzgerald Truck Sales is now a \$700 million company.

Success has enabled Mr. Fitzgerald to become an angel investor for local businesses in rural Kentucky and Tennessee. But instead of encouraging—or even celebrating—his accomplishments, the Obama administration's environmental regulators tried to kill the glider-truck industry, along with the thousands of jobs it has created nationwide.

The glider market is tiny—only about 5,000 are sold annually, compared with 300,000 new trucks—yet some in the new truck industry see gliders as a threat. Volvo urged the Environmental Protection Agency in 2016 to regulate gliders for their greenhouse-gas emissions. But the Clean Air Act authorizes EPA to regulate only emissions from new trucks. Old engines don't have to meet new standards.

Most gliders are not, technically speaking, new. Their cab-chassis are new, but their engines aren't. The EPA nevertheless claimed gliders could be considered new vehicles because Mr. Fitzgerald had once placed an ad in a trade magazine offering customers the opportunity “to purchase a brand new 2016 tractor.” (The EPA conveniently omitted the ad's next sentence, which read: “The end result is a brand new glider with an engine and transmission that has been completely rebuilt from the ground up.”)

In October 2016, the agency issued its rule classifying gliders as new trucks, effectively signing the glider industry's death warrant. While gliders can outperform new trucks on some emissions tests, they underperform on others. Most would violate the strict new EPA standards.

In July 2017, Mr. Fitzgerald and other glider-truck manufacturers petitioned the Trump EPA to reverse the Obama-era rule. This prompted a new round of lobbying by anti-glider forces, including Volvo. By October an EPA laboratory in Ann Arbor, Mich., was running two glider trucks through an emissions testing protocol. The resulting report concluded the tested gliders exceeded new truck emissions of nitrogen oxide, particulate and other conventional pollutants.

Staff at EPA headquarters told me that administrator Scott Pruitt had no knowledge of these tests and never authorized them. The renegade report that the tests produced wasn't peer-reviewed, as is customary. It also wasn't printed on official EPA letterhead or assigned an internal EPA document

number. It is not even available on the EPA lab's website. Yet it mysteriously found its way into the hands of glider opponents at the early December public hearing on the proposed rollback.

The effort to destroy the glider-truck industry is a shining example of the regulatory state gone rogue. One hopes the Trump administration's commitment to deregulation will check the impulses of federal bureaucrats who think they are above the law.

"In the business world, employees who actively seek to undermine are usually terminated for insubordination," Mr. Fitzgerald told me in December. "Why should it be different for government?"

Mr. Milloy was on the Trump EPA Transition Team and is the author of "Scare Pollution: Why and How to Fix the EPA" (Bench Press, 2016).

Appeared in the January 13, 2018, print edition.

Message

From: Harlow, David [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=B5A9A34E31FC4FE6B2BEADDDA2AFFA44-HARLOW, DAV]
Sent: 6/14/2018 6:58:20 PM
To: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
CC: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: RE: No Action Letter Request

Jon,

I appreciate your sending me this. While this letter would have eventually been brought to our attention in OAR in the “normal course” of things (its being addressed in the first instance to the Administrator), I will be forwarding this to Bill Wehrum and Mandy Gunasekara for their immediate awareness.

David S. Harlow
Senior Counsel
Immediate Office of the Assistant Administrator
Office of Air and Radiation, USEPA
WJC-N Room 5409K
1200 Pennsylvania Avenue NW
Washington, DC 20460
202-564-1233
Harlow.David@epa.gov

From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
Sent: Thursday, June 14, 2018 2:57 PM
To: Harlow, David <harlow.david@epa.gov>
Subject: RE: No Action Letter Request

Correct version

From: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Sent: Thursday, June 14, 2018 2:52 PM
To: 'harlow.david@epa.gov' <harlow.david@epa.gov>
Subject: No Action Letter Request

Hi David,

Please see attached a letter from our CEO requesting a no action assurance letter.

Thank you,
Jon

Message

From: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Sent: 12/2/2017 12:18:02 AM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group
(FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: FW: TTU Follow-Up 11-28-2017
Attachments: ATT00001.htm; image001.jpg; Responses to Tenn Tech 11_28_2017 email.pdf; ATT00002.htm

Aaron,

Attached are responses to TTU.....

Have a good weekend,
Jon

Ex. 6

The Tennessee Tech University (TTU) Emissions Testing Team reviewed the EPA document “Chassis Dynamometer Testing of Two Recent Model Year Heavy-Duty On-Highway Diesel Glider Vehicles” dated November 20, 2017 and emailed the following questions to EPA on November 28, 2017. EPA responses to their questions are below.

TTU Question 1: The tested Gliders 2016 & 2017 were ‘loaned’ vehicles, with 179,273 and 30,600 miles respectively. Why were these Gliders chosen to test instead of a newly refurbished /remanufactured glider engine from a rebuilder? It is our understanding of how the EPA tests OEM Heavy Duty Engines for the EPA Certification process.

EPA Response:

- The purpose of the EPA glider emission testing was not to evaluate whether the remanufactured engines meet the EPA engine-based emission standards. This research was conducted primarily for EPA to update our assessment of the emissions inventory impacts for air pollutants from commercial vehicles due to the recent large increase in sales of glider vehicles, and also to estimate the emissions impact if EPA’s current standards for glider tractors are repealed. The best way to develop such emission inventory impacts is to measure the emission from in-use vehicles, not by performing the engine-based tests that would be needed to compare rebuilt glider engines to EPA’s engine-based emission standards.
- The two vehicles EPA tested represent a range of mileage, though we would have preferred to test at least one vehicle with mileage closer to the EPA regulatory useful life (435,000 miles) or beyond.
- EPA standards and regulations require a certification process which includes tests of new engines and with deteriorated parts to quantify the emissions at the end of the regulatory useful life to ensure compliance with EPA standards. EPA’s regulations require engines to meet these standards throughout their regulatory useful life. EPA’s compliance process includes both EPA testing of in-use vehicles, as well as mandatory Manufacturer-run In-use Vehicle testing of a subset of engines within their useful life to demonstrate compliance with the EPA emission standards, including the Not to Exceed (NTE) standards.

TTU Question 2: Who loaned the two Glider vehicles?

EPA Response:

- The vehicles were provided to EPA by a truck dealership for the purpose of the testing.

TTU Question 3: Our understanding is that Fitzgerald and other glider assemblers sell many options to customers, including KIT ONLY, customer supplied engines, and factory

remanufactured engines from Cummins and Detroit Diesel. Can you please provide the VIN #s to allow us to determine the engine set-up?

EPA Response:

- Both glider vehicles were equipped with engines tagged with serialized Fitzgerald placards, as well as warning placards advising to contact Fitzgerald prior to any mechanical work to be performed.
- We treat the VIN and engine serial number of borrowed vehicles used in research as Personal Identifiable Information and do not release them.

TTU Question 4: Did you verify that the ECM's were set to the engine rebuilder's specifications? ... or did you verify that the ECMs had not been modified, altered, or tampered with prior to testing?

EPA Response:

- Beyond the existence of the Malfunction Indicator Light illumination (MIL), which could indicate modification or tampering, EPA did not verify that the ECM as installed had not been modified, altered, or tampered with prior to testing. As discussed in response to Question 1, the purpose of this test program is to understand how these vehicles are emitting in the real world. We would note that, based on the EPA testing as documented in the EPA test report, these vehicles exhibited test results consistent with engines of their particular vintage, that is, highway heavy-duty diesel engines produced between model years 1998 and 2002, and the emission performance is also consistent with the emission performance in general of a 10-15 liter diesel engine which does not include modern emission-control technology such as exhaust gas recirculation, diesel particulate filter, or a SCR-based NOx reduction catalyst.

TTU Question 5: Did you leak test the cylinders, verify boost, or verify the fuel maps for the test?

EPA Response:

- EPA does not routinely do these verifications on test articles within their regulatory useful life unless there is a MIL illuminated or we have other reasons to suspect issues. Also, as discussed in response to Question 1, the purpose of this testing is to understand how these vehicles are emitting in the real world.

TTU Question 6: Were the gliders and the 'other recent model trucks' tested on the same day? ... or was the comparison data pulled from existing test outcomes for the 'other trucks'?

EPA Response:

- All of the tractors were tested in the same heavy-duty chassis dynamometer test cell as the glider vehicles according to the protocols included in Title 40 of the Code of Federal Regulations, Part 1066 to ensure the repeatability and quality of the data. This includes control of the test cell ambient conditions. Each of the vehicles were tested on different days. The comparison data for the two other tractors documented in the EPA test report come from existing test data collected by EPA using the same test cell, test equipment, and test procedures.

TTU Question 7: Did all four test vehicles have the exact same operating fluids (fuel / oil / coolant, etc.)? If different, please provide the operating fluid information for all four vehicles.

EPA Response:

- All four test vehicles were tested with the same fuel, which met the EPA highway certification diesel fuel specifications. The coolant and oil were as-received. For the International Day cab tractor, this was the factory-fill. For the other three vehicles, they were as maintained by the owner.

TTU Question 8: Why were the Glider Kits emissions compared to ‘other recent model trucks’ instead of the 2010 EPA Clean Air Act Emissions Standards?

EPA Response:

- As discussed in the response to Question 1, a principal goal of the glider tractor testing was to measure the emissions performance in an actual vehicle under representative driving cycles and to compare those to newly built engines/tractors, in order to provide EPA with the data on which we can estimate the overall real-world emissions impact of glider vehicles. We are not trying to compare the glider vehicles to EPA’s 2010 and later engine-based standards. EPA staff already were aware that glider engines derived from engines which were originally designed and built to comply with EPA’s standards in the 1998-2002 timeframe will not meet EPA’s 2010 and later standards. EPA’s standards and test procedures have changed significantly in the past 20 years. Today’s newly built engines must meet EPA standards for a regulatory useful life of 435,000 miles, while the 1998-2002 standards only applied for a regulatory useful life of 290,000 miles. EPA’s standards today require a mandatory Manufacturer-run In-use, on-the-road, testing of vehicles acquired and driven by actual users – this program did not exist and does not apply to the 1998-2002 model year engines. Today’s EPA standards include mandatory On-Board Diagnostics requirements, which did not exist and did not apply for the 1998-2002 model year engines. In addition, EPA’s emission standards for NOx and PM for current model year engines are significantly lower than the standards that applied in 1998-2002, and OEMs have nearly universally utilized significant degrees of advanced technology to achieve the 2010 and later standards, including but not limited to

electronic fuel injection systems at a level of manufacturing quality and design limits which did not exist in the 1998-2002 time frame, turbocharger technology at a level of manufacturing quality and design limits which were not utilized in the 1998-2002 time frame, cooled exhaust gas recirculation technology, diesel particulate filter technology, and SCR-based NOx catalysts.

TTU Question 9: Why is the Particulate Matter reflected in milligrams per mile instead of the standard g/bhp-hr? ... and why are the others reflected in per mile increments?

EPA Response:

- We use different metrics depending on the purpose of the testing or the comparison we are making. Three of the common metrics are discussed below.
- 1) **Work-based metrics** (like grams per brake-horsepower hour) are used for certification and compliance based on engine testing using the EPA regulatory certification cycles for the EPA engine-based emission standards. To develop an estimated comparison to the standards, we reported PM, CO, NOx, and NMHC in g/bhp-hr over the UDDS and SET Intermediate speed test cycles on pages 18-20 of the November 20 glider test report. The comparison was done with the chassis test results from the UDDS cycle because this vehicle cycle was created using the same methodologies and in-use data as was used for the Heavy-duty Engine Federal Test Procedure (FTP) cycle. For the other drive cycles included in the November 20 report, Table 11 can be used to convert g/mile results to estimated g/hp-hr.
 - 2) The test results for each drive cycle from our HD chassis test site are reported in **grams per mile** (or in the case of particulate matter, milligrams per mile). This is typical of chassis testing and is a metric that many stakeholders and researchers are familiar with. It is also representative of how emissions are emitted in the real-world.
 - 3) We also evaluate emissions in **grams per second** to develop emission rates (factors) in EPA's vehicle emissions inventory projection model – the EPA MOVES model. The MOVES model relies on data from on-road testing or chassis testing. Emission rates are developed in terms of grams per second for a given operating mode, which is dependent on vehicle speed and power.

TTU Question 10: What was the fuel economy on the 'other recent model trucks'?

EPA Response:

- CO₂ emissions are directly proportional to the road load of the vehicle. Because we did not measure the actual road load of the vehicles, we used the same target road load coefficients in the two sets of comparisons (at 60,000 and 80,000 miles). Therefore, the comparison only evaluates the performance of the powertrain and may not be

representative of the difference in CO₂ emissions that these vehicles would experience in-use. In all cases, the CO₂ emissions were lower in the glider powertrains. This is not unexpected given the known trade-off between NO_x and CO₂ emissions with respect to injection timing and similar engine calibration techniques and the relatively higher NO_x emissions for the glider vehicles.

- The CO₂ results shown in Figures 18 and 19 can be converted to mpg using the conversion factor of 10,180 grams of CO₂ per gallon of diesel fuel.

TTU Question 11: Can you provide the equivalents to Tables 12-13-14 for the ‘other recent model trucks’?

EPA Response:

- We do not have equivalent test data for the other recent model year trucks for the information presented in Tables 12-14 of the November 20 test report.
- We developed the chassis-based Supplemental Emission Test (SET) test procedure during the testing of the second glide to represent the steady-state operation of the engine-based SET cycle. This was done for two reasons. First, it provides steady-state results to complement the transient UDDS results. Second, following our conversation with TTU in early November where we learned that TTU had done testing at several steady-state operating conditions, we believe this SET testing would provide a useful comparison when considering the steady-state data gathered by Tennessee Tech.

TTU Question 12: While repairing Glider #1 and testing it ‘as-is’ may be representative of the real world performance, have any OEM trucks been tested in similar conditions? If so, what were the results?

EPA Response:

- All vehicles used in this type of in-use testing are tested “as-is” after inspection to determine whether they are in proper working order and when necessary, at a mileage less than full useful life. Glider #1 is the only vehicle that we have tested that has had a check engine light on.
- Testing a heavy-duty vehicle with a check engine light on is useful for EPA. We took advantage of the opportunity to test Glider #1 as-received and after the repair. The HD exhaust emission rates in MOVES are comprised of emission rates of normal operating vehicles plus an impact due to tampering and/or malmaintenance of the vehicle. The emission rates post-repair would be compared against the emission rates currently in MOVES representing normal operating vehicles.

TTU Question 13: Given the condition of Glider #1, is it fair to say the glider vehicles were pulled off the road and tested ‘as-is’? Were the two OEM s used for comparison also pulled off the road and tested ‘as-is’?

EPA Response:

- Yes, the glider vehicles were tested as-is after a visual inspection – please also the responses to Questions 1 and 2. This is typical of the procedures we use to develop emission factors for our MOVES emissions model, which represents emissions from a full range of in-use vehicles. We obtain a significant amount of engine data in the “new” condition at certification and manufacturers provide some in-use emissions data of well-maintained vehicles to demonstrate compliance with the EPA Not-to-Exceed emission standards. The data that is more difficult to obtain are the emissions from in-use vehicles, which is represented by the “as-is” condition.
- The Freightliner sleeper cab discussed in the November 20 glider test report was an in-use vehicle pulled in for testing after over 360,000 miles of use and was tested “as-is” after a visual inspection. The International day cab discussed in the November 20 glider test report was purchased new and was tested after approximately 10,000 miles of mileage accumulation.

TTU Question 14: The test fuel used in this program met EPA Highway Certification diesel fuel specifications in 40 CFR part 1065 as stated in Table 2. Further the gliders went through a triple drain and flush procedure shown in Table 3 to ensure the engines were performing on the Test Fuel. Can you provide the fuel properties for the two comparison vehicles and the original test dates for those vehicles?

EPA Response:

- All of the vehicles were tested using the same certification diesel fuel.
- The International day cab tractor and Freightliner sleeper cab were tested between April 28 and May 9, 2017.

Message

From: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Sent: 2/2/2018 4:54:57 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group
(FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]

Hey give me a call when you can ---

Thanks!

Jon Toomey
Director, Government Affairs | **Fitzgerald Glider Kits**



Ex. 6

(c)
(o)

(703) 997-5130 (f)
jtoomey@fitzgeraldtrucksales.com

Message

From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
Sent: 2/9/2018 8:05:44 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: RE: Visit to Fitzgerald Glider Kits

Hey just tried your line – feel free to give me a call when you can.

Thanks,
Jon

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Thursday, February 08, 2018 4:44 PM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Subject: RE: Visit to Fitzgerald Glider Kits

Hey Jon, lets chat tomorrow on this.

-Aaron

From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
Sent: Wednesday, January 31, 2018 4:39 PM
To: Ringel, Aaron <ringel.aaron@epa.gov>
Subject: RE: Visit to Fitzgerald Glider Kits

Good deal.

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Wednesday, January 31, 2018 4:07 PM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Subject: RE: Visit to Fitzgerald Glider Kits

Thanks, have to run it through the traps still!

-Aaron

From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
Sent: Wednesday, January 31, 2018 3:49 PM
To: Ringel, Aaron <ringel.aaron@epa.gov>
Subject: RE: Visit to Fitzgerald Glider Kits

Let me know if you need more on this front.

Thanks!

From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
Sent: Friday, January 26, 2018 2:54 PM
To: 'Ringel, Aaron' <ringel.aaron@epa.gov>
Subject: Visit to Fitzgerald Glider Kits

Hi Aaron,

Fitzgerald would be honored to host President Trump and Administrator Pruitt. See below some highlights of the Proposed Repeal and how it benefits Middle Tennessee:

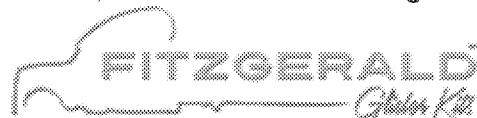
- Fitzgerald is a family run business that employs 700+ people in 5 states.
- The Proposed Repeal prevented a \$600 million hit to the TN economy. Saved 947 direct jobs.
- The Proposed Repeal prevented a over a \$1B hit to economy nationwide. Saved 22k jobs (including parts suppliers, etc).
- Fitzgerald only uses Made In America parts. Three years ago Founder and CEO, Tommy C Fitzgerald examined his operation and made a commitment to only buy or make in-house - American products. Fitzgerald now offers American Made truck parts.
- Fitzgerald is the largest assembler of gliders in North America. Each glider assembled removes one cast steel engine, transmission and rear end from being sent to a landfill. This upcycling results in 4,000 pounds of cast steel (3,000lb just in the engine) being made cleaner and not polluting our landfills. Gliders also emit less CO2 than new trucks due to the remanufacturing process. CO2 represents 84% of all Greenhouse Gases.
- Fitzgerald's mission is to employ workers in rural America where jobs have left for Mexico or elsewhere. Salaries are above average. Recently, Fitzgerald hired back workers in Tompkinsville, KY (whose jobs were outsourced to Mexico) and now those workers are part of Fitzgerald Industries – welding and crafting American made commercial waste dumpsters.
- Unemployment, drug, and crime rates have decreased significantly because of Fitzgerald employment and opportunities. Unemployment went from near 20 percent to less than 4 percent in Middle Tennessee. The founder and company has worked with local law enforcement providing support to drive crime down to the lowest it's been in more than a decade.
- This is a story of the American dream. Tommy Fitzgerald at one point was living out of an abandoned school bus and now is an angel investor for many small businesses in rural America and provides opportunities for those who have lost jobs and lost hope. Because of this Administration, Fitzgerald can still provide for so many hard working Americans.

I know the Fitzgerald's would love to host he President and Administrator. They actually hosted the President during the campaign at their Fitzgerald Peterbilt location in southwest Virginia.

Let me know what additional details you might need.

Best,
Jon

Jon Toomey
Director, Government Affairs | Fitzgerald Glider Kits



Ex. 6

(c)
(o)

(703) 997-5130 (f)
itoomey@fitzgeraldtrucksales.com

Message

From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
Sent: 2/8/2018 9:44:49 PM
To: Ringel, Aaron [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1654bdc951284a6d899a418a89fb0abf-Ringel, Aar]
Subject: RE: Visit to Fitzgerald Glider Kits

Sounds good.

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Thursday, February 08, 2018 4:44 PM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Subject: RE: Visit to Fitzgerald Glider Kits

Hey Jon, lets chat tomorrow on this.

-Aaron

From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
Sent: Wednesday, January 31, 2018 4:39 PM
To: Ringel, Aaron <ringel.aaron@epa.gov>
Subject: RE: Visit to Fitzgerald Glider Kits

Good deal.

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Wednesday, January 31, 2018 4:07 PM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Subject: RE: Visit to Fitzgerald Glider Kits

Thanks, have to run it through the traps still!

-Aaron

From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
Sent: Wednesday, January 31, 2018 3:49 PM
To: Ringel, Aaron <ringel.aaron@epa.gov>
Subject: RE: Visit to Fitzgerald Glider Kits

Let me know if you need more on this front.

Thanks!

From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
Sent: Friday, January 26, 2018 2:54 PM
To: 'Ringel, Aaron' <ringel.aaron@epa.gov>
Subject: Visit to Fitzgerald Glider Kits

Hi Aaron,

Fitzgerald would be honored to host President Trump and Administrator Pruitt. See below some highlights of the Proposed Repeal and how it benefits Middle Tennessee:

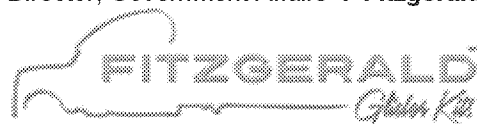
- Fitzgerald is a family run business that employs 700+ people in 5 states.
- The Proposed Repeal prevented a \$600 million hit to the TN economy. Saved 947 direct jobs.
- The Proposed Repeal prevented a over a \$1B hit to economy nationwide. Saved 22k jobs (including parts suppliers, etc).
- Fitzgerald only uses Made In America parts. Three years ago Founder and CEO, Tommy C Fitzgerald examined his operation and made a commitment to only buy or make in-house - American products. Fitzgerald now offers American Made truck parts.
- Fitzgerald is the largest assembler of gliders in North America. Each glider assembled removes one cast steel engine, transmission and rear end from being sent to a landfill. This upcycling results in 4,000 pounds of cast steel (3,000lb just in the engine) being made cleaner and not polluting our landfills. Gliders also emit less CO2 than new trucks due to the remanufacturing process. CO2 represents 84% of all Greenhouse Gases.
- Fitzgerald's mission is to employ workers in rural America where jobs have left for Mexico or elsewhere. Salaries are above average. Recently, Fitzgerald hired back workers in Tompkinsville, KY (whose jobs were outsourced to Mexico) and now those workers are part of Fitzgerald Industries – welding and crafting American made commercial waste dumpsters.
- Unemployment, drug, and crime rates have decreased significantly because of Fitzgerald employment and opportunities. Unemployment went from near 20 percent to less than 4 percent in Middle Tennessee. The founder and company has worked with local law enforcement providing support to drive crime down to the lowest it's been in more than a decade.
- This is a story of the American dream. Tommy Fitzgerald at one point was living out of an abandoned school bus and now is an angel investor for many small businesses in rural America and provides opportunities for those who have lost jobs and lost hope. Because of this Administration, Fitzgerald can still provide for so many hard working Americans.

I know the Fitzgerald's would love to host he President and Administrator. They actually hosted the President during the campaign at their Fitzgerald Peterbilt location in southwest Virginia.

Let me know what additional details you might need.

Best,
Jon

Jon Toomey
Director, Government Affairs | Fitzgerald Glider Kits



Ex. 6 (c)
(o)
(703) 997-5130 (f)
jtoomey@fitzgeraldtrucksales.com

Message

From: Ringel, Aaron [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=1654BDC951284A6D899A418A89FB0ABF-RINGEL, AAR]
Sent: 1/15/2018 4:06:40 PM
To: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Subject: Re:

Let's talk in the morning.

Sent from my iPhone

On Jan 15, 2018, at 9:50 AM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:

Hey man – give me a call if you have a second today if not talk tomorrow.

Thanks,
Jon

Jon Toomey
Director, Government Affairs | Fitzgerald Glider Kits
<image001.jpg>
Ex. 6 (c)
(o)
(703) 997-5130 (f)
jtoomey@fitzgeraldtrucksales.com

Message

From: Ringel, Aaron [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=1654BDC951284A6D899A418A89FB0ABF-RINGEL, AAR]
Sent: 2/28/2018 7:50:42 PM
To: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Subject: Re: Coffee ?

In San Fran for work and don' t get back till Friday.

Sent from my iPhone

> On Feb 28, 2018, at 11:46 AM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:
>
>
>
> Sent from my iPhone

Message

From: Ringel, Aaron [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=1654BDC951284A6D899A418A89FB0ABF-RINGEL, AAR]
Sent: 12/1/2017 5:25:47 PM
To: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Subject: RE: Q

Yes, it should be.

-Aaron

-----Original Message-----

From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
Sent: Friday, December 1, 2017 12:24 PM
To: Ringel, Aaron <ringel.aaron@epa.gov>
Subject: Re: Q

But it will be recorded? Video?

Sent from my iPhone

> On Dec 1, 2017, at 11:43 AM, Ringel, Aaron <ringel.aaron@epa.gov> wrote:
>
> At the public hearing? Doubt it.
>
> Sent from my iPhone
>
>> On Dec 1, 2017, at 11:31 AM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:
>>
>> Hey Aaron - do you know if they transcribe the oral arguments at the EPA hearings?
>>
>> Thanks,
>> Jon
>>
>> Sent from my iPhone

Message

From: Ringel, Aaron [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=1654BDC951284A6D899A418A89FB0ABF-RINGEL, AAR]
Sent: 11/30/2017 3:54:16 PM
To: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Subject: RE: Coffee?

See you then!

-Aaron

From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
Sent: Thursday, November 30, 2017 10:53 AM
To: Ringel, Aaron <ringel.aaron@epa.gov>
Subject: RE: Coffee?

Great – sounds good. I'll see you at Starbucks.

Jon

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Thursday, November 30, 2017 10:52 AM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Subject: RE: Coffee?

Sure, could do it Monday afternoon around 3pm.

-Aaron

From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
Sent: Thursday, November 30, 2017 10:50 AM
To: Ringel, Aaron <ringel.aaron@epa.gov>
Subject: RE: Coffee?

Hey Aaron –

Just seeing if you're free next week to catch up?

Thanks,
Jon

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Monday, November 13, 2017 9:24 AM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Subject: Re: Coffee?

Sorry, have a 930 mtg. Catch up soon though.

Sent from my iPhone

On Nov 13, 2017, at 9:05 AM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:

Just finished up a meeting. Let me know if you're free for a quick starbucks.

Jon Toomey

Message

From: Ringel, Aaron [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=1654BDC951284A6D899A418A89FB0ABF-RINGEL, AAR]
Sent: 1/8/2018 6:48:20 PM
To: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Subject: RE: Meeting Request 1/18

Check now.

-Aaron

From: Jon Toomey [mailto:jtoomey@fitzgeraldtrucksales.com]
Sent: Monday, January 8, 2018 12:47 PM
To: Ringel, Aaron <ringel.aaron@epa.gov>
Subject: Meeting Request 1/18

Hi Aaron,

I wanted to see if you, Mandy and Bill Wehrum have time either January 18 or 19 to meet with Fitzgerald's General Counsel, Joe DePew.

Thank you,
Jon

Jon Toomey
Director, Government Affairs | Fitzgerald Glider Kits



Ex. 6

(c)
(o)

(703) 997-5130 (f)
jtoomey@fitzgeraldtrucksales.com

Message

From: Ringel, Aaron [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=1654BDC951284A6D899A418A89FB0ABF-RINGEL, AAR]
Sent: 12/20/2017 10:07:29 PM
To: Wenk, Christopher [CWenk@USChamber.com]
Subject: RE: hey man

Thanks, life is good over here. Drop me a line next month and we'll catch up.

Happy holidays right back at you!

-Aaron

From: Wenk, Christopher [mailto:CWenk@USChamber.com]
Sent: Wednesday, December 20, 2017 5:05 PM
To: Ringel, Aaron <ringel.aaron@epa.gov>
Subject: hey man

I saw Preston in Mr. Hudson's office the other day. I didn't realize you went over to the EPA. Hope you are well.

Let's reconnect in the new year.

Happy Holidays.

Christopher Wenk
Executive Director, International Policy
U.S. Chamber of Commerce
1615 H Street, NW
Washington, D.C. 20062
cwenk@uschamber.com
Phone: Ex. 6
Twitter: @ChristopherWenk



U.S. CHAMBER OF COMMERCE

Message

From: Ringel, Aaron [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=1654BDC951284A6D899A418A89FB0ABF-RINGEL, AAR]
Sent: 3/12/2018 5:35:16 PM
To: Lipsey, Rachel H [rachel.h.lipsey@boeing.com]
Subject: RE: Catching Up

Yep, see you there!

-Aaron

From: Lipsey, Rachel H [mailto:rachel.h.lipsey@boeing.com]
Sent: Monday, March 12, 2018 1:28 PM
To: Ringel, Aaron <ringel.aaron@epa.gov>
Subject: RE: Catching Up

Still on for 2:30 this afternoon?

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Wednesday, March 7, 2018 4:22 PM
To: Lipsey, Rachel H <rachel.h.lipsey@boeing.com>
Subject: RE: Catching Up

Sure, how about 2:30 at the longworth dunkin?

-Aaron

From: Lipsey, Rachel H [mailto:rachel.h.lipsey@boeing.com]
Sent: Tuesday, March 6, 2018 6:14 PM
To: Ringel, Aaron <ringel.aaron@epa.gov>
Subject: RE: Catching Up

How about Monday between 2-4?

From: Ringel, Aaron <ringel.aaron@epa.gov>
Sent: Tuesday, March 6, 2018 12:25:55 PM
To: Lipsey, Rachel H
Subject: RE: Catching Up

Sorry for the delayed reply, was traveling all last week for work. Great seeing you as well! Definitely down to catch up, let me know if you are around next week, we can meet up on the hill.

Best,
Aaron

Aaron E. Ringel
Deputy Associate Administrator
Office of Congressional & Intergovernmental Relations
U.S. Environmental Protection Agency

W: 202.564.4373

C: [Ex. 6]

Ringel.Aaron@epa.gov

From: Lipsey, Rachel H [<mailto:rachel.h.lipsey@boeing.com>]

Sent: Wednesday, February 28, 2018 9:07 AM

To: Ringel, Aaron <ringel.aaron@epa.gov>

Subject: Catching Up

Aaron! Great to see you in the hall the other day. Would love to grab coffee sometime and catch up! My info is below.

Rachel Lipsey

Director, Legislative Affairs

The Boeing Company

Desk: [Ex. 6]

Mobile: [Ex. 6]

Message

From: Ringel, Aaron [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=1654BDC951284A6D899A418A89FB0ABF-RINGEL, AAR]
Sent: 2/22/2018 1:34:59 PM
To: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Subject: Re: coffee?

On my way in. Will head over once I park.

Sent from my iPhone

On Feb 22, 2018, at 8:29 AM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:

Got here early. Just FYI.

Sent from my iPhone

On Feb 21, 2018, at 9:18 AM, Ringel, Aaron <ringel.aaron@epa.gov> wrote:

Sure or we can just do it next week.

Sent from my iPhone

On Feb 21, 2018, at 8:57 AM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:

Anyway to move this up 10 minutes? 8:50ish?

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Tuesday, February 20, 2018 7:42 PM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Subject: Re: coffee?

9 Thur works.

Sent from my iPhone

On Feb 20, 2018, at 7:41 PM, Jon Toomey
<jtoomey@fitzgeraldtrucksales.com> wrote:

Early thurs? like 830 or 9 – sorry. Flying thurs afternoon.
I hear you!

From: Ringel, Aaron [mailto:ringel.aaron@epa.gov]
Sent: Tuesday, February 20, 2018 7:39 PM
To: Jon Toomey <jtoomey@fitzgeraldtrucksales.com>
Subject: Re: coffee?

I can do 2pm Thursday instead. Crazy week.

Sent from my iPhone

On Feb 20, 2018, at 7:37 PM, Jon Toomey
<jtoomey@fitzgeraldtrucksales.com> wrote:

1030 or 1130? I have an 11 but other than that free.

From: Ringel, Aaron
[mailto:ringel.aaron@epa.gov]
Sent: Tuesday, February 20, 2018 7:20 PM
To: Jon Toomey
<jtoomey@fitzgeraldtrucksales.com>
Subject: Re: coffee?

Can we do 11am actually?

Sent from my iPhone

On Feb 20, 2018, at 7:15 PM, Jon Toomey
<jtoomey@fitzgeraldtrucksales.com>
wrote:

Great – see you then.

From: Ringel, Aaron
[mailto:ringel.aaron@epa.gov]
Sent: Tuesday,
February 20, 2018 7:00 PM
To: Jon Toomey
<jtoomey@fitzgeraldtrucksales.com>
Subject: Re: coffee?

Tomorrow, noon?

Sent from my iPhone

On Feb 20, 2018, at 6:52 PM, Jon Toomey
<jtoomey@fitzgeraldtrucksales.com> wrote:

Message

From: Ringel, Aaron [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=1654BDC951284A6D899A418A89FB0ABF-RINGEL, AAR]
Sent: 3/5/2018 8:40:42 PM
To: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Subject: Re:

Works.

Sent from my iPhone

> On Mar 5, 2018, at 3:22 PM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:
>
> 11?
>
> Sent from my iPhone
>
>> On Mar 5, 2018, at 1:40 PM, Ringel, Aaron <ringel.aaron@epa.gov> wrote:
>>
>> My afternoon sucks. Can we do tomorrow?
>>
>>
>> Sent from my iPhone
>>
>>> On Mar 5, 2018, at 1:33 PM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:
>>>
>>> Coffee. Joe and I are around after 2.
>>>
>>> Sent from my iPhone

Message

From: Ringel, Aaron [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=1654BDC951284A6D899A418A89FB0ABF-RINGEL, AAR]
Sent: 1/25/2018 4:19:42 PM
To: Jon Toomey [jtoomey@fitzgeraldtrucksales.com]
Subject: Re: Coffee

I can do 1030am tomorrow if that works.

Sent from my iPhone

On Jan 25, 2018, at 10:52 AM, Jon Toomey <jtoomey@fitzgeraldtrucksales.com> wrote:

Hey man – coffee tomorrow or next Monday?

Jon Toomey
Director, Government Affairs | **Fitzgerald Glider Kits**

<image001.jpg>

Ex. 6 (c)
(o)
(703) 997-5130 (f)
jtoomey@fitzgeraldtrucksales.com